



Arizona Clodbusters Inc.
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May 2004

President's Squawk Box

Steve Loyer

One of the most important aspects in any well-run organization is communications. The advent of email and the Internet are godsend to organizations like the Clodbusters. The membership can be kept apprised of important information almost instantly. Still something is missing. Email for all its pluses is not perfect. There is still nothing like having a hard copy to make notes on and post on the refrigerator. It's my hope that this newsletter will supplement our electronic communications in keeping everyone informed on what is going on with the club.

I had hoped that my inaugural column in this club newsletter could have begun on a more positive note. Alas it's not to be. As most of you are aware of by now, 93Q was in an

accident on the morning of May 1st at Deer Valley Airport. Thankfully the pilot, Rob Smalley, was not injured.

And I really am thankful that it was just twisted metal and not broken bones. Bent metal can be fixed. And fix it we will. I know that for next several months things are going to be a little unsettled with the club. We have a lot of questions that are going to take time to get answers to. But with everyone's help, we will get it all sorted out.

One of the first things that Rob said to me on the phone after the accident was that he was sorry about what this might do to the club. I don't think he has anything to be sorry about. The club is going to be just fine. We have insurance, we are on a financially sound footing and we have two other aircraft to fly in the meantime. Yes, we will have to put some of our plans on hold temporarily. Maybe 93M doesn't get paint and interior until next year.

This club has been around for 45 years and has survived accidents, airport changes and mad Middle Eastern terrorists. I suspect that as long as the government will allow it and we can find folks willing to share that cost of "slipping the surely bonds of earth" this club will keep flying.

Safety Corner

Bob McKinion

Several members have requested that we invite the Scottsdale FSDO to repeat for the club their presentation regarding pilots' responsibility for aircraft maintenance, inoperative instruments and equipment, Part 39 air worthiness directives, inspections, accident investigation, and much more. The presentation is scheduled at 6:30 p.m., May 17 at Chandler Airport. The presentation received excellent reviews by all participants last year.

Also, I'd like to repeat for the club another seminar developed by the AOPA Air Safety Foundation: "Operation at Non-towered Airports." We will also discuss operations specific to Stellar. This is tentatively scheduled for a Monday evening sometime in June.

Calendar

Plane Wash Dates:

June 5th

August 7th

October 2nd

December 4th

February 6th, 2005

April 2nd, 2005

Starts at 9:00am. RSVP to Rich at azupi@aol.com

**Safety Meeting: 6:30pm, May 17th
in Conference Room at CHD**

Terminal Building: Scottsdale FSDO presents on pilots' responsibility for aircraft maintenance, inoperative instruments and equipment, Part 39 air worthiness directives, inspections, accident investigation, and much more.

Contact Bob McKinion (480) 229-0146 for more info.

Next BOD: June 7th

In addition, Ron Behee and a few other members have expressed a strong desire to have some ongoing IFR classes that incorporate simulator training. There probably would be a fee for training materials for this type of class. Possibly, we can implement something by the end of summer.

I would like to encourage everyone to continue with proficiency training. If you haven't trained in a while, schedule some time with an instructor. Participation in the wings program is an excellent way to stay sharp.

Please call or E-mail me with any thoughts, questions or training needs.

Club Email

Do you have an email address? If so, do you get email from the club? If you don't, then it could be because we don't have an address for you or we have the wrong one. To find out for sure contact: sloyer@microchip.com.

Block Time

Are you aware that that club offers a block time discount? Every \$500 that you prepay for flying time earns you a 10% discount. This is a great way to lessen the cost of flying while helping the club with its cash flow.

Maintenance Report

Rich Kupiec

N2493Q: Changed oil and oil filter and received oil analysis report stating high Iron content. We will continue with an oil analysis at every oil change to monitor any changes.

N428DW: The annual inspection is in process with a few action items on my list.

- Change plugs
- Repair nose wheel fairing.
- Replace frayed ignition wires.
- Replace broken battery box cover.
- Repair latch on baggage door.
- Repair damaged horizontal stabilizer.

N6693M: The annual Inspection was completed and the aircraft was returned to flight status. Items that were repaired or replaced are:

- Propeller spinner back plate (cracked.)
- VOR antenna insulator block.
- Propeller rod end.
- Plugs.
- Flap rollers for flap tracks
- Carb heat box cracked and shaft and bearings worn.
- Shimmy dampener.

- Muffler internal baffle cracked and warped.
- Clock replaced.
- Gascolator repaired.
- Right fuel tank vent tube replaced.
- Cowl flaps hinges replaced.
- Fuel bladders replaced.
- Fuel drains replaced.
- Right fuel tank sending unit replaced.
- Oil change.
- Scat tubing replaced.
- Rigged aircraft flight controls.
- Repaired aileron pulley mount bracket in right wing.
- Repaired bent left flap.

Anyone wishing to see a detailed list can view copies at the next meeting.

There are a couple of items that need to be addressed by the membership. Please only fuel the aircraft to the bottom of the tab in the tank, as this is needed for expansion of the fuel. Close all vents after each flight to prevent debris from dust storms from entering the cabin.

The right fuel gauge in N6693M needs re-calibration. When it reads empty there are still 15 gallons in the tank. We will address this after the paint job, when the tanks are empty again.

N6693M is currently scheduled to go to Kingman in June for paint and interior. Anyone that would like to see the paint scheme and discuss the interior details see Jason, Greg, Steve or myself at the meeting.